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25X1 CENTRAL INTELLIGENCE AGENCY

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# INFORMATION REPORT

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THIS IS UNEVALUATED INFORMATION

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1. The airfield north of the Konotop (33°12'N/51°14'E) power plant, Ukrainian SSR, north of the railroad line, had a concrete or asphalt runway, 50 x about 800 meters. There were three hangars on the edge of field.
2. The field was occupied by single-engine and twin-engine aircraft. There was heavy day and night flying. Individual and group parachuting and flying with towed wind sleeves as practice targets for AA guns were continually practiced.
3. The airfield northwest of the Konotop railroad station had a concrete runway, three hangars and a quartering building.
4. Parachute jumps from twin-engine aircraft were observed over

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the field almost every day. About seven parachutists would jump from each plane at an altitude of about 1,000 meters.

5. The airfield about 2 km northwest of the Konotop railroad station was about 1 x 2 km.

6. Flying:

Parachuting was observed almost daily from fast, small, single-engine aircraft with slim fuselage, pointed nose and rounded wing tips. The planes were larger than conventional fighters. Three parachutists would jump from each plane as it approached the power plant. The two parachutists jumping first each had one parachute but the third had two equally large conventional parachutes. The third parachutist often landed without his parachutes opening so it was inferred that the parachutists were dummies.

7. The airfield about 1 km northwest of the Konotop railroad station was about 1½ x 3 km and had a railroad connection. Six solid multi-story buildings were on the edge of the field. Soldiers were seen entering and leaving the buildings.

8. The field was occupied by about 100 twin-engine aircraft and biplanes.

Description of twin-engine plane: Two radial engines, single rudder assembly, tail wheel, retractable landing gear, door at left side of fuselage aft of left wing.

A twin-engine commercial plane landed every day at noon and took off 20 minutes later in the direction of Kiev.

9. There was the following daily flying activity from morning to evening:

a. Parachute jumping from twin-engine aircraft, mostly between 5 and 7 p.m. Three to four men each would jump simultaneously from three or four aircraft. The last parachutist used two parachutes and landed first. Thirty-seven parachutists were once counted jumping at the same time.

b. Light AA guns practiced firing at sleeve targets towed by twin-engine planes.

c. Regular night flying, searchlights being in operation. Take-offs and landings were mainly made.

10. There was day and night flying over the airfield northwest of the Konotop railroad station. Individual parachute jumps with double parachutes were exclusively made at day at altitudes from 300 to 400 meters. There was night flying, presumably with single-engine fighters, in every weather.

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